FORSVARET

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MIL AIP DENMARK

AIRAC Cycle: 2611
Eff. 29 OCT 2026
Amendment No. 288

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	Symbol and PSN for OBST København, Svanemølleværket corrected.
ENR 2.2	New coordinate added in AREA Schwerin North Area in subsection 2. Airspace in adjacent FIR/UIR with delegation of ATS to Denmark.
ENR 2.3-4	Editorial.
ENR 4.1	VAR changed for VOR Stations KORSA and TRANO.
ENR 4.4	Section ATS route or other route for WPT NIROX corrected
ENR 5.4	Type and PSN for OBST København, Svanemølleværket corrected.
AD2	
EKSP	
AD2.1	Section 21. Noise abatement procedures changed.
EKYT	
AD2.1	Section 23. Updated with item 2.4.
ADC	Text “buildings up to 40ft AMSL” removed.
AD3	
BGJN	
AD 3.1	RWY designation changed to 07.
ADC and IACs	RWY designation changed to 07/25. Mag VAR updated. Mag courses updated.
BGGH	
GH1A	Editorial.
GH1B	Editorial.

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ENR 4.4-7/	25 JAN 2024

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NBD B	29 OCT 2026	NBD B	15 MAY 2025
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GH1B	29 OCT 2026	GH1B	06 AUG 2026

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CHARTS	
LFC 1:500.000 Ed. 49	19 MAR 2026
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ANC 1:250.000 CPH AREA	16 APR 2026

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GEN 0.5 List of Hand Amendments to the AIP

1. Text Page Amendments		

2. Corrections to Charts,

Affected Chart	Location	AMD No.
LFC Ed. 49 LFCW Ed. 6	Add symbol for "Wind turbine and group. Lighted", Hallendrup, ELEV 713 FT MSL. PSN: 562102N 0100650E, 562111N 0100646E, 562120N 100642E, 562135N 0100600E, 562143N 0100556E, 562153N 0100552E.	AMD 278
LFC Ed. 49	Change label BILLUND Elevation in FT from 247 to 246.	AMD 278
LFC Ed. 49 LFCW Ed. 6	Change FREQ on label SØNDERBORG from 126.400 to 126.405.	AMD 279
LFC Ed. 49 CAC Ed. 44	Add symbol for "Obstacles", Tower, København, Christiansborg Slotstårn, ELEV 348 FT MSL. PSN 554035N 0123450E.	AMD 280
LFC Ed. 49 LFCW Ed. 6	Add symbols "Obstacles and group", Thor Havvindmøllepark, ELEV 873 FT MSL. PSN 562636N 0074053E, 562711N 0074148E, 562710N 0074312E, 562600N 0073958E, 562545N 0074208E, 562614N 0074328E, 562556N 0074453E, 562515N 0073850E, 562519N 0074055E, 562437N 0073749E, 562438N 0073943E, 562440N 0074207E, 562454N 0074358E, 562350N 0073825E, 562343N 0074045E, 562347N 0074400E, 562417N 0074538E, 562300N 0073820E, 562307N 0073950E, 562316N 0074210E, 562252N 0074349E, 562326N 0074525E, 562207N 0073842E, 562215N 0074006E, 562231N 0074212E, 562159N 0074356E, 562237N 0074527E, 562118N 0073734E, 562121N 0073954E, 562110N 0074214E, 562133N 0074529E, 562010N 0073407E, 562017N 0073547E, 562018N 0073717E, 562033N 0073859E, 562025N 0074106E, 562032N 0074311E, 562047N 0074530E, 561912N 0073502E, 561930N 0073656E, 561935N 0073929E, 561939N 0074121E, 561948N 0074355E, 562001N 0074532E, 561810N 0073507E, 561832N 0073630E, 561842N 0073808E, 561850N 0073959E, 561852N 0074205E, 561856N 0074424E, 561903N 0074548E, 561739N 0073632E, 561748N 0073851E, 561751N 0074029E, 561751N 0074220E, 561730N 0074413E, 561800N 0074550E, 561652N 0073634E, 561628N 0073758E, 561640N 0073936E, 561646N 0074127E, 561628N 0074347E, 561704N 0074606E, 561528N 0073852E, 561549N 0074019E, 561527N 0074253E, 561532N 0074506E, 561612N 0074607E, 561441N 0073844E, 561442N 0074022E, 561444N 0074322E, 561446N 0074624E.	AMD 282
LFC Ed. 49 LFCW Ed. 6	Add symbols "Obstacles and group", Bording, ELEV 732 FT MSL. PSN 560616N 0091530E, 560625N 0091519E, 560634N 0091508E, 560643N 0091457E, 560652N 0091445E, 560701N 0091434E, 560711N 0091423E, 560720N 0091412E, 560729N 0091401E 560738N 0091350E, 560747N 0091339E.	AMD 283
LFC Ed. 49 LFCW Ed. 6	Add symbol for “Heliport”, VIBORG HEMS (Private heliport), ELEV 188 FT MSL. PSN 562641N 0092416E.	AMD 285
LFC Ed. 49 LFCW Ed. 6	Add symbol for “Hang glider site” to KRUSÅ-PADBORG EKPB aerodrome.	AMD 286
LFC Ed. 49 LFCW Ed. 6	Add symbol "Obstacle" for Aarhus, Akson, Building, ELEV 375 FT MSL. PSN 560858N 0101243E.	AMD 287
LFC Ed. 49 LFCW Ed. 6	Add symbol "Obstacle" for Aarhus, Frederiks Hus kran, Crane, ELEV 406 FT MSL. PSN 560859N 0101232E.	AMD 287

LFC Ed. 49 LFCW Ed. 6	Add symbol "Obstacle" for Aarhus, Mindet, Building, ELEV 477 FT MSL. PSN 560904N 0101255E.	AMD 287
LFC Ed. 49	Remove EKHE/ANNISSE at PSN 555905N 0121252E. Private AD completely withdrawn.	AMD 287
LFC Ed. 49	Remove Parachuting site Gilleleje (W of town) at PSN 5606N 01216E, Sundbylille (E of Frederikssund) at PSN 5550N 01207E and Tolstrup (S of Ringsted AD) at PSN 5525N 01149E.	AMD 287
LFC Ed. 49 CAC Ed.45	Correct symbol and PSN for OBST København, Svanemølleværket with "Obstacles and group". PSN: 55 42 49N 012 35 17E, 55 42 49N 012 35 18E and 55 42 48N 012 35 19E.	AMD 288

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ENR 2.2 OTHER REGULATED AIRSPACE

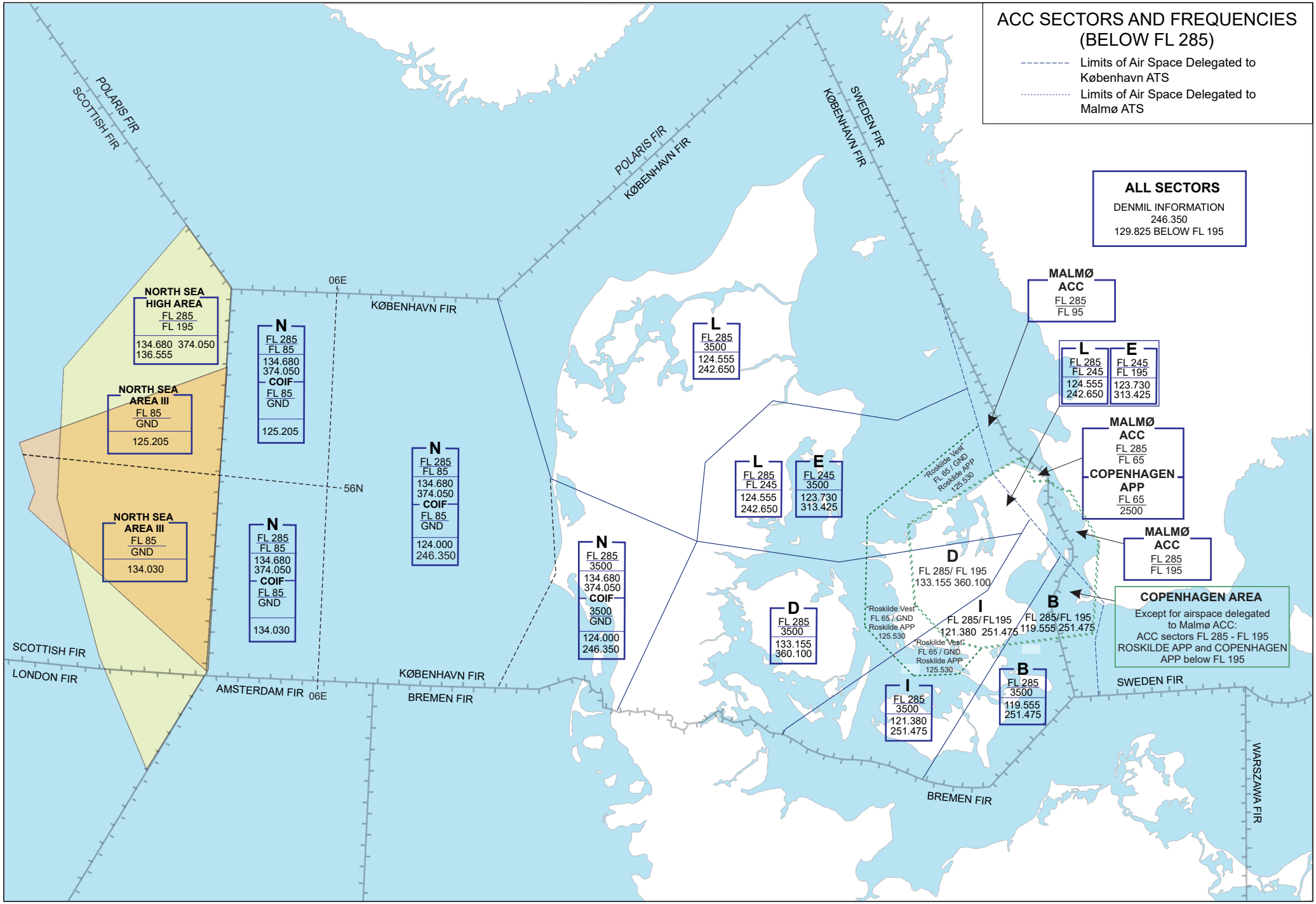
1. Airspace in København FIR with delegation of ATS to adjacent ATS Authorities

NAME, LATERAL LIMITS, VERTICAL LIMITS AND CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALLSIGN/FREQ. LANGUAGE AND HOURS OF SERVICE	REMARKS
AREA C 565908N 0114558E - 561253N 0122205E - FIR Boundary - 560951N 0122624E - 560923N 0122446E - 560433N 0120806E - 565908N 0114558E UNL/FL660 **G** FL660/FL95 **C**	ACC Malmö	Sweden CONTROL EN, Swedish 24	For details see AIP SWEDEN
AREA H1 560951N 0122624E - FIR boundary - 553356N 0124651E - 560433N 0120806E - 560923N 0122446E - 560951N 0122624E UNL/FL660 **G** FL660/FL195 **C**	ACC Malmö	Sweden CONTROL EN, Swedish 24	For details see AIP SWEDEN
AREA L1 560951N 0122624E - FIR boundary - 560158N 0123925E - 560158N 0123156E - 560923N 0122446E - 560951N 0122624E FL195/FL65 **C**	ACC Malmö	Sweden CONTROL EN, Swedish 24	For details see AIP SWEDEN

2. Airspace in adjacent FIR/UIR with delegation of ATS to Denmark

NAME, LATERAL LIMITS, VERTICAL LIMITS AND CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALLSIGN/FREQ. LANGUAGE AND HOURS OF SERVICE	REMARKS
AREA Alsie 543930N 0103000E - along UIR boundary 545439N 0084000E - 544200N 0084000E - 543800N 0084500E - 543930N 0103000E FL660/FL245 **C**	ACC København	Copenhagen Control 133.155 121.380 128.215 127.865 EN, DA H24	In EDVV UIR
AREA H2a. 553356N 0124651E - 553101N 0125032E - 545500N 0125100E – FIR/UIR boundary - 553356N 0124651E. FL660/FL195 **C**	ACC København	Copenhagen Control 119.555 135.290 136.485 EN, DA H24	In Sweden FIR/UIR

NAME, LATERAL LIMITS, VERTICAL LIMITS AND CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALLSIGN/FREQ. LANGUAGE AND HOURS OF SERVICE	REMARKS
AREA H2b 553101N 0125032E - 552201N 0130137E - 551458N 0125956E - 545500N 0130000E - 545500N 0125100E - 553101N 0125032E FL285/FL195 **C**	ACC København	Copenhagen Control 119.555 EN, DA H24	In Sweden FIR/UIR
AREA L2 560158N 0123925E - 560158N 0124046E - 555958N 0124356E - 555834N 0125156E - 554358N 0130656E - 551458N 0125956E - 551402N 0124132E - FIR boundary - 560158N 0123925E FL195/2500 FT MSL **C**	APP København	Copenhagen Approach 119.805 118.455 EN, DA H24 Kastrup Departure 120.255 124.980 EN, DA H24	In Sweden FIR
AREA L3 551458N 0125956E - 545500N 0130000E - 545500N 0125100E - FIR boundary - 551402N 0124132E - 551458N 0125956E FL195/FL95 **C** FL95/3500 FT MSL **E**	ACC København	Copenhagen Control 119.555 EN, DA H24	In Sweden FIR
AREA Michaelsdorf 542700N 0120000E - 541745N 0113811E - 543400N 0105900E - 543920N 0104000E along FIR/UIR boundary - 542700N 0120000E FL660/FL100 **C** FL100/2500 FT GND **E** 2500 FT GND/GND **G**	ACC København	Copenhagen Control 121.380 119.555 135.290 136.485 EN, DA H24	In EDVV UIR EDWW FIR
AREA Schwerin North Area 542700N 0120000E - 541958N 0115614E - 541500N 0115334E - 541745N 0113811E - 542700N 0120000E FL660/FL105 **C**	ACC København	Copenhagen Control 119.555 135.290 136.485 EN, DA H24	In EDUU UIR EDWW FIR
AREA SUNDET 555329N 0124042E - 555128N 0124956E - 554458N 0125356E - 554028N 0130326E - 553343N 0125356E - 552628N 0125156E - 552248N 0123735E - FIR boundary - 555329N 0124042E 2500 FT MSL/1500 FT MSL **C**	APP København	Copenhagen Approach 119.805 118.455 EN, DA H24 Kastrup Departure 120.255 124.980 EN, DA H24	In Sweden FIR



CHANGES: EDITORIAL

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio Navigation Aids – En Route

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Aalborg (4°E 2022)	AAL	VOR	116.70/ CH 114X	H24	570613.39N 0095944.08E		(I)	DOC FL 500/100 NM. Unreliable from R-160 to R-200 form 23 NM and out. DME from AAL TACAN. Rerouting point.
Aalborg (4°E 2023)	AAL	TACAN	116.70/ CH 114X	H24	570614.16N 0095934.11E	56.8		DOC FL 500/200 NM
Alsie (4°E 2022)	ALS	VOR	114.70	H24	545419.49N 0095936.16E		(DI)	DOC FL 500/60 NM, 80 NM 313°-063°M and 80 NM 198°-243°M.
Bella	BEL	DME	114.65/ CH93Y	H24	554728.45N 0120544.74E	135		DOC FL 195-1500 FT / 60 NM
Codan	CDA	DME	114.90/ CH 96X	H24	550005.40N 0122245.16E	90.2		DOC FL 500/60 NM
Esebo	ESE	DME	116.60/ CH113X	H24	553121N 0083331E	175.5		DOC 100 NM
Karup (4°E 2023)	KAR	TACAN	110.00/ CH37X	H24	561748.03N 0090030.95E	172.8		DOC FL 500FT/200NM
Kastrup	KAS	DME	112.50/ CH 72X	H24	553525.87N 0123648.97E	28.9		DOC FL 500/60 NM
Korsa (5°E 2026)	KOR	VOR/ DME	112.80/ CH 75X	H24	552621.71N 0113753.51E	136.2	(AI)	DOC FL 500/80 NM
Lemme	LME	DME	115.350/ CH 100Y	H24	555933.503N 0082115.751E	76.1		DOC FL195/60NM
Odin	ODN	DME	115.50/ CH 102X	H24	553451.64N 0103910.76E	24.0		DOC FL 500/60 NM, 80 NM 018°-063°M and 80 NM 213°-243°M. Reduced range to 24 NM in direction 198 degrees at 3000 FT or below.
Ramme	RAM	DME	111.850/ CH 55Y	H24	562842.14N 0081114.51E	60.4		DOC FL 500/60 NM

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Rønne (4°E 2016)	ROE	VOR	112.00	H24	550356.08N 0144531.29E		(AI)	DOC FL500/80 NM, 150 NM 017°-152°M DME INFO from TACAN ROE
Rønne (5.5°E 2023)	ROE	TACAN	112.00/ CH 57X	H24	550342.73N 0144521.07E	78.6		DOC FL 500/80 NM
Skrydstrup (4°E 2023)	SKR	TACAN	110.40/ CH 41X	H24	551344.18N 0091250.61E	138.4	(I)	DOC FL 500/80 NM
Trano (5°E 2026)	TNO	VOR/ DME	117.400/ CH 121X	H24	554627N 0112621E	-11.9	(AI)	DOC FL 500/60 NM
Vamdrup	VAM	DME	110.050/ CH 37Y	H24	552616.585N 0092006.051E	174.5		DOC FL195/60NM

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
MARIP	544323N 0112515E	L990, N850, Z701	(I)	
MATEK	550059N 0124803E	L983	(I)	Re-routing point
MAXEL	551233N 0115409E	N850, EKCH SID	(I)	
MEGAR	542806N 0113854E	P605	(EXAI)	(A): EKCH, EKRK, ESMS Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
MIKRO	552454N 0080959E	KY875, N873	(DI)	(D): EKBI Re-routing point
MIKSI	561210N 0113527E	P990	(I)	Re-routing point
MIMDA	554458N 0080555E			TACAN Blue One
MISBI	555355N 0124021E	N850	(I)	
MITSI	570000N 0062721E	P619	(I)	
MONAK	545644N 0121849E	Q296,T298,Z711, EKCH STAR	(I)	
MOSAT	550231N 0124717E	P605	(I)	
NAMIK	562253N 0052627E	P60	(I)	
NAMON	561807N 0043611E	KY878, KY885		
NARBA	555112N 0080650E	P60, P992	(I)	
NARIG	561500N 0050000E	KY878		
NAROL	560021N 0121330E	N872	(I)	
NARSU	560700N 0060000E	KY878, KY881		
NAVDA	553534N 0095456E	L975	(I)	
NAVIK	555147N 0075811E	P60, P619	(I)	Re-routing point
NAVNI	552751N 0043930E	KY875		
NEBSA	554630 0081700E	KY878		
NEBUM	555000N 0080000E	KY878, KY879		
NEDIK	542911N 0120354E	Q280	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
NERDO	575317N 0091342E	P621	(I)	

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
NEXEN	544839N 0113731E	T503, L990, EKCH SID	(DI)	(D): EKCH, EKRK
NIKDA	543631N 0121708E	Q296	(EXAI)	(A): EKCH. Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
NIROD	580443N 0093700E	P601	(I)	
NIROX	555830N 0070000E	KY878		
NISEM	553929N 0095456E	P60	(I)	
NOREM	570000N 0054612E	KY994		
NORSO	570000N 0051030E	KY995		
NORTI	563128N 0113732E	L621	(I)	Re-routing point
NOVPO	560624N 0121428E	L997, SID EKCH	(I)	
NUGLO	555231N 0074652E	P60, P613	(I)	
NUSRI	551428N 0070000E	KY777, KY884		
ODARU	550545N 0124541E	M611	(I)	
ODDON	553452N 0103911E	L975, M602, P60	(DI)	
ODNAN	552431N 0080014E	KY875		
OKMAM	565346N 0063557E	P619, P850	(I)	Re-routing point
OKTIR	554317N 0044807E	KY882, KY887, KY995		
OKVED	555700N 0081300E	KY892		
OLPIB	550005N 0122245E	L983, M602, M611, M725, M869, P730, Z711	(DI)	
OMIMA	550000N 0063655E	KY773	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
OMIRI	562858N 0045440E	KY879, KY881, KY885		
ORTUT	555828N 0080542E	KY892		
OSBAR	560449N 0041349E	KY62, KY85		
OSGAM	571600N 0090800E	P601	(I)	Re-routing point
OSKEV	552429N 0112622E	P729	(I)	
OTRAL	562039N 0041619E	KY878, KY882		

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
KØBENHAVN (Middelgrunden)	20 Wind Turbines in a row	554225N 0124006E 554219N 0124008E 554213N 0124009E 554208N 0124011E 554202N 0124012E 554156N 0124013E 554150N 0124014E 554144N 0124014E 554138N 0124015E 554132N 0124015E 554126N 0124015E 554120N 0124015E 554114N 0124014E 554108N 0124014E 554103N 0124013E 554057N 0124012E 554051N 0124011E 554045N 0124009E 554039N 0124008E 554033N 0124006E	365 365	LIL F R	
København (Nordhavn)	2 Cranes	554328N 0123801E 554323N 0123815E	358 351	LIM FLG W LIM FLG R	Day OBST LGT NIGHT OBST LGT
KØBENHAVN Postbyen	Building	554009N 0123405E	377	374	LIL F R
KØBENHAVN Rådhus	Town Hall	554029N 0123409E*	364 344	Flood light	
KØBENHAVN (Svanemølleværket)	3 Chimneys	554249N 0123517E 554249N 0123518E 554248N 0123519E	335 327	NIL	
KØGE	Mast	552828N 0121124E*	354 350	NIL	
LEM KÆR	11 Wind Turbines	560227N 0082143E 560235N 0082137E 560245N 0082130E 560254N 0082124E 560304N 0082118E 560226N 0082113E 560245N 0082059E 560234N 0082101E 560255N 0082053E 560305N 0082045E 560315N 0082039E	499 491	LIL F R	
LEMVIG	Mast	563218N 0081810E	532 335	NIL	
LERCHENBORG	6 Wind Turbines	553912N 0110352E 553918N 0110335E 553923N 0110319E 553929N 0110302E 553935N 0110246E 553941N 0110229E	479 425	LIL F R	
LILLEBÆLT 1	Bridge Towers	553108N 0094455E*	401 401	LIM FLG R	
LIMFJORDEN 1	Two masts carrying TX-lines	570417N 0100228E* 570405N 0100151E*	339 332 339 332	LIL F R LIL F R	
LIMFJORDEN 2	Two masts carrying TX-lines	570409N 0100240E* 570356N 0100159E*	479 465 476 465	LIM FLG R LIM FLG R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
LINDEBALLE	Mast	554523N 0091523E	706 257	LIM FLG W	
LISBJERG	Chimney	561338N 0100925E*	552 328	NIL	
LISBJERG 1	Chimney	561342N 0100927E	561 342	LIL F R	
LYNGDRUP	7 Wind Turbines	570820N 0100703E* 570807N 0100750E*	460 417	LIM FLG W	
LYNGDRUP 2	8 Wind Turbines	570720N 0100902E 570725N 0100843E 570729N 0100824E 570733N 0100805E 570738N 0100746E 570742N 0100728E 570746N 0100709E 570750N 0100651E	499 459	LIM FLG R LIL F R	On the two outer wind turbines On the six inner wind turbines
LÆSØ	Mast	571608N 0110311E*	535 525	LIM FLG W	
LØGTVED	3 Wind Turbines	554045N 0111630E 554035N 0111628E 554025N 0111626E	435 427	LIL F R	
LÅSBY	3 Wind Turbines	560847N 0094426E 560847N 0094450E 560846N 0094513E	787 492	LIL F R	
MARIBO	Mast	544644N 0113041E*	393 350	NIL	
MINTEBJERG	2 Wind Turbines	545426N 0095706E 545434N 0095659E	525 427	LIL F R	
MORSØ	6 Wind Turbines	564556N 0084011E 564546N 0084000E 564537N 0083946E 564530N 0083927E 564526N 0083905E 564524N 0083843E	614 459	LIL F R	
MUNKEBO	4 Wind Turbines	552725N 0103102E 552733N 0103048E 552742N 0103033E 552750N 0103019E	419 415	LIL F R	
MUNKEBO 2	3 Wind Turbines	552842N 0103326E 552831N 0103312E 552818N 0103309E	501 493	LIL F R	
MØBORG	3 Wind Turbines	562331.31N 0081753.99E 562338.00N 0081753.00E 562344.56N 0081728.67E	487 460	LIL F R	
MÅDE 1	2 Wind Turbines	552721N 0082941E 552715N 0083009E	672 656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
MÅDE 2	2 Wind Turbines	552710N 0083037E 552706N 0083106E	689 656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

17. AIR TRAFFIC SERVICE AIRSPACE

1	Designation and lateral limits	SKRYDSTRUP CTR From 551928N 0090255E - 551848N 0090755E - 552038N 0091625E - 551928N 0092255E - 551528N 0092755E - 551428N 0093326E - 550658N 0092856E - 550738N 0092426E - 550548N 0091625E - 550658N 0090925E - 551058N 0090355E - 551148N 0085855E - to 551928N 0090255E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	SKRYDSTRUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of SP TMA see ENR 2.1-6

18. AIR TRAFFIC SERVICE COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	SKRYDSTRUP APPROACH	124.105 280.750	H24	FL 250/50 NM
TWR	SKRYDSTRUP TOWER	118.280 121.500++ 286.375 257.800 243.000++	H24 H24 H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM
ATIS	SKRYDSTRUP AIRPORT INFORMATION	133.905	H24	DOC: FL 200/60 NM Language: EN
ARR	SKRYDSTRUP ARRIVAL	122.205+ 121.500++ 245.625 344.000+ 243.000++		4000 FT/25 NM
RESERVED		119.905 359.275 385.400		

+ As required ++ Emergency

19. RADIO NAVIGATION AND LANDING AIDS

Type of facility Cat. of ILS/MLS (Variation)	ID	Frequency (Mhz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
TACAN (4°E 2023)	SKR	110.400/ CH 41x	H 24	551344.18N 0091250.61E	DOC FL 500/80 NM DME from SKR TACAN
TAR/SSR		Wave length 10cm	H 24	551344.72N 0091538.74E	DOC FL 500/80 NM DME 138.4 ft
LOC 28R Cat. I	SRY	109.350	H 24	551332.31N 0091414.42E	Coverage: Primary 60NM, SSR 200NM
GP 28R		331.850	H 24	551309.38N 0091711.49E	Angle 3.00º. TCH 41 ft.
LOC 10L Cat. I	ISPA	109.350	H 24	551259.83N 0091740.10E	
GP 10L		331.850	H 24	551329.68N 0091456.62E	Angle 3.00 º TCH 49 ft
DME	SRY/ ISPA	CH 30Y	H 24	551309.34N 0091711.49E	
L	VO	321 Khz	H 24	551328.74N 0091625.36E	DOC 25 NM

20. LOCAL AERODROME REGULATIONS

Gliding may take place during weekends and holidays and outside hours of MIL operations. Gliding may take place from the private aerodrome "**Rødekro**" psn 5505N 0918E, without radio communication with ATC Skrydstrup in the CTR and TMA. See chart EKSP AD 2 Glider Areas in TMA.

21. NOISE ABATEMENT PROCEDURES

21.1 Prior arrangement through Wing Operations required for practice approaches.

21.2 Foreign jet fighters are not allowed to perform practice approaches, including touch-and-go or low approaches.

21.3 Practice approaches for jet aircraft is not allowed in the period 1700-0800L (local time).

21.4 For areas to be avoided during arrival and departure see EKSP NAC (Noise Abatement Chart).

22. FLIGHT PROCEDURES

1. IFR Arrival

1.1 IFR aircraft will normally be cleared by ACC Copenhagen to L VO, TACAN SKR, RNAV point DINUT or TISET.

1.2 VFR aircraft can obtain IFR-clearance anytime in Skrydstrup LTA or TRA stating requested type of IFR-instrument approach or IFR-clearance to VMC-conditions.

2. IFR Departure

2.1 SID´s are not mandatory, but local SID´s available for instrument flight training (not published outside FW SKRYDSTRUP).

2.2 Omnidirectional IFR-departures:
RWY 10L & R: Climb straight ahead to at least 700 FT AMSL before turn is commenced.
RWY 28R & L: Climb straight ahead to at least 600 FT AMSL before turn is commenced.

3. Low Visibility Procedures

3.1. Criteria for activation of Low Visibility Procedures (LVP) are prompted by ATC and will normally be introduced when the RVR is less than 800 M. However ATC can decide to minimize number of aircraft and vehicles on the maneuvering area when visibility is greater than 800 m and up to approx. 3 km. (until ATC is able to see the whole area).

3.2. Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.

3.3. The following procedures will apply during Low Visibility Procedures:

ATC Procedures:
When RVR is below 550 m (alternative MET VIS below 600 m), ATC can only allow one aircraft/one formation of aircraft on the manoeuvring area at a time.

When RVR/MET VIS is below 800 m, but greater than mentioned above, ATC can only allow one aircraft/one formation of Fighter aircraft on each part of the manoeuvring area at a time. The parts are described in Local procedures. Just follow ATC instructions.

4. Reduced Runway Separation Minima

4.1. ATC may apply reduced runway separation for all runways at Skrydstrup.
For succeeding military aircraft, this will be used only for VFR-flights.

4.2. Traffic information will be given to succeeding aircraft.

4.3. For military and civilian flights the phraseology will be: “[Traffic information] CLEARED TO LAND” / “[Traffic information] CLEARED FOR TAKEOFF”.

4.4. ATC will make sure that approved minimum separation will exist between aircraft.

4.5. Reduced runway separation will not be used between departing and preceding landed aircraft.

5. Special VFR routes for light aircraft and helicopters

5.1 ATC clearance for special VFR (SVFR) traffic will normally be issued via the following reporting points:

- Christiansfeld (power line crossing motorway), PSN 55 20 49N 009 26 42E.
- Jels (Southern edge of Skodborg forest), PSN 55 22 21N 009 11 21E.
- Vojens (intersection North of Vojens town), PSN 55 16 05N 009 17 20E.

5.2 Arriving VFR traffic may be instructed to hold at one of the reporting points.

5.3 Altitude as instructed by ATC.

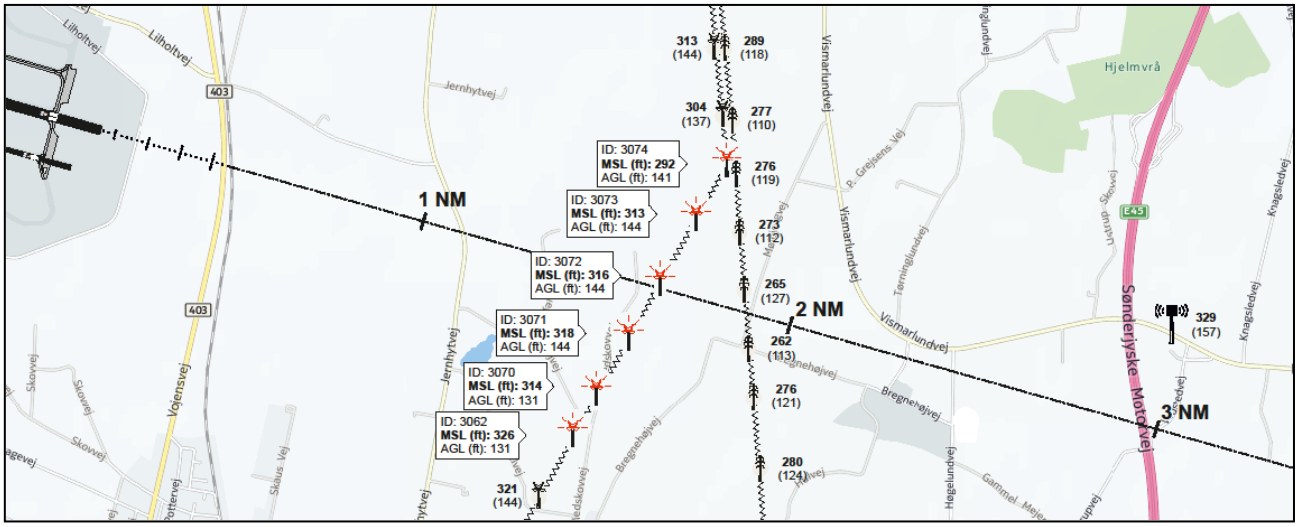
23. ADDITIONAL INFORMATION

23.1 Obstructions east of airfield.

6 masts with high tension cables are erected within the lateral limits of the instrument approach surface to runway 28R.

The masts are positioned on a line from 551210N 0091936E to 551253N 0092011E almost perpendicular to the centerline at approximately 1.65 NM from THR RWY 28R.

Nominal glide path (3º) altitude at passage of the power line: 709 ft AMSL.
Day marking : Orange (dayglow) colour.
Night marking : Dual red obstruction lights.



23.2 Arrester gear systems

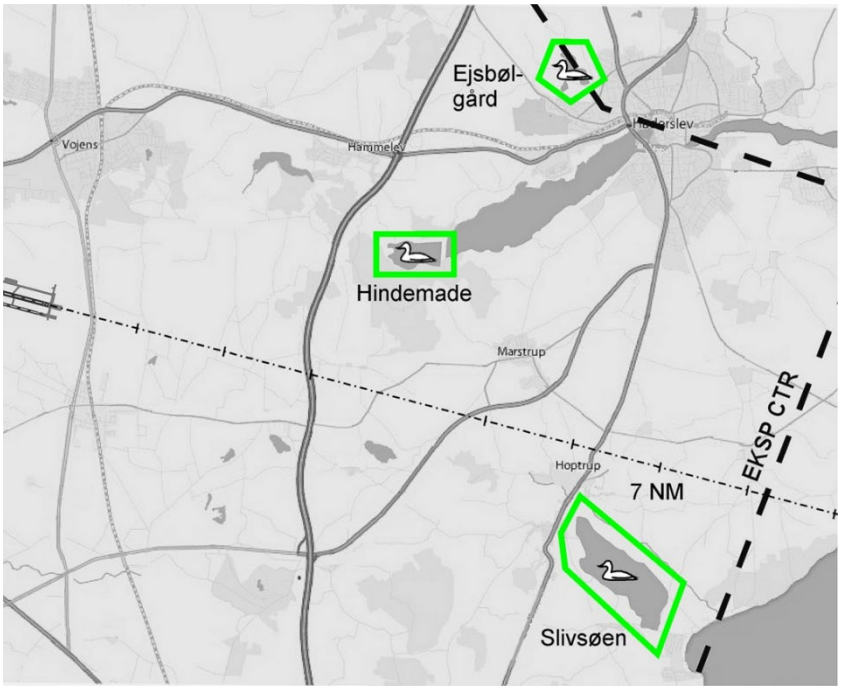
For information on arrester gear see Aerodrome Chart.

23.3 Areas with sensitive fauna

3 areas with sensitive fauna and a high concentration of birds are located inside Skrydstrup CTR:

- Ejsbølgård, located north west of Haderslev
- Hindemade, located at IP East
- Slivsøen, located slightly south of the centerline at 6-8 NM final RWY 28R

Overflying the areas at altitudes below 1000 ft AGL may significantly increase the risk of birdstrike.



AALBORG (EKYT)

ARP: 57° 05.57N 009 50.95E | **AD ELEV: 8 FT** | **AALBORG APP: 123.980 362.450** **AALBORG TWR: 118.305 353.525** | **AALBORG ATIS: 120.480**

RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

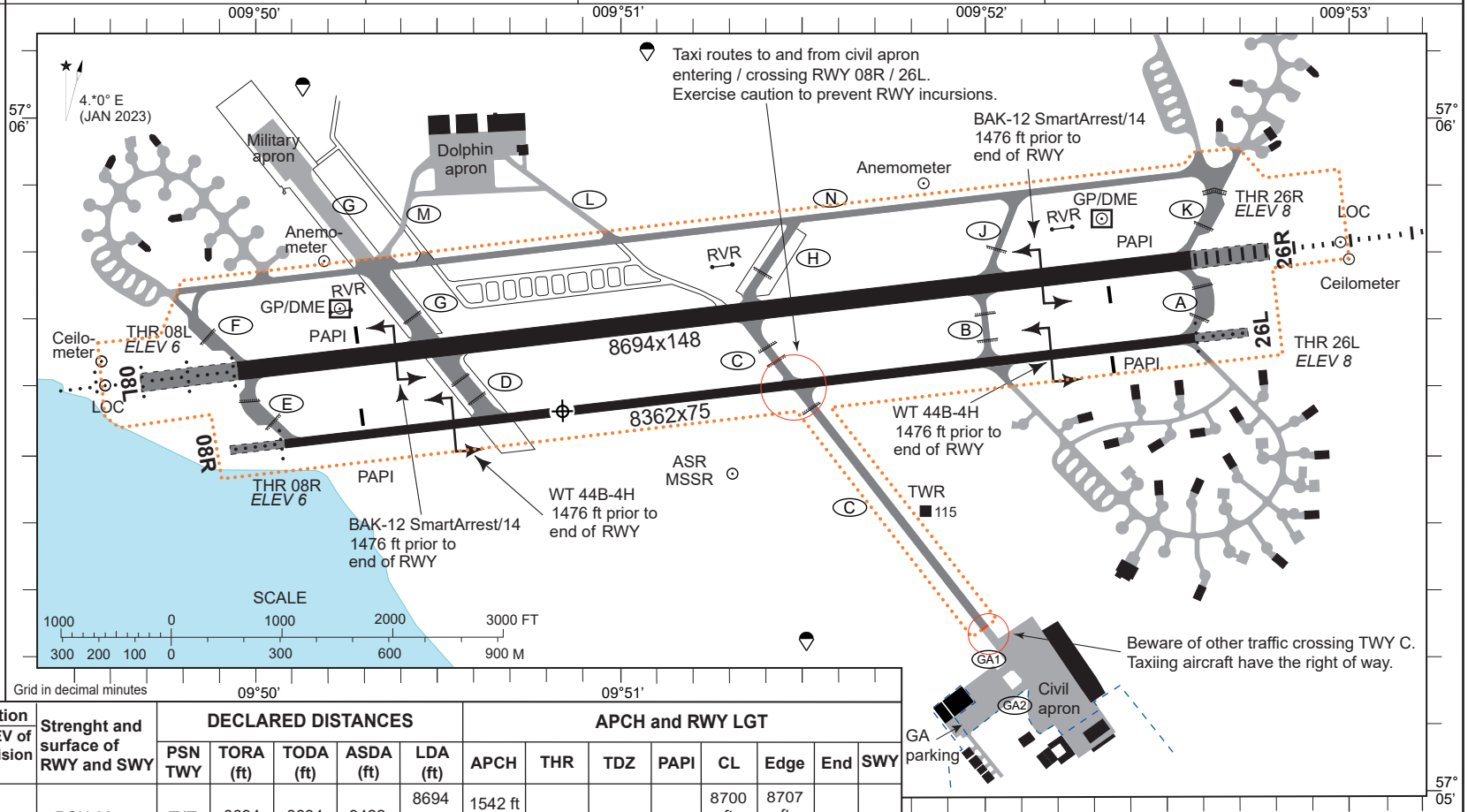
SECONDARY POWER SUPPLY:
Yes, RWY 26R. Switch-over time: 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.

ABN: None

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways.
Always disengaged in the approach end. Approach end arrestment on request only.
Cables RWY 08R/26L on 30 min request.

GRASS RUNWAY:
Not avbl.

DATUM:
WGS-84.
Dimensions and distances in FT.



RWY	TRUE BRG	THR PSN	THR elevation / Highest ELEV of TDZ of precision APP RWY	Strenght and surface of RWY and SWY	DECLARED DISTANCES: PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH and RWY LGT: APCH	THR	TDZ	PAPI	CL	Edge	End	SWY
08L	083.3°	570537.37N 0095000.30E	THR 6 / TDZ 7	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	E/F D/G C/H	8694 6791 4002	8694 6791 4002	9422 7519 4730	8694	1542 ft LIH White	Green	NIL	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
26R	263.3°	570547.43N 0095236.63E	THR 8 / TDZ 8		A/K B/J C/H	8694 6791 4691	8694 6791 4691	9589 7686 5586	8694	3000 ft Cat II/III	Green	3000 ft White	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
08R	083.3°	570630.87N 0095007.68E	THR 6 / -	PCN 52 F/D/X/U Asphalt	E	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	3.00°	NIL	8364 ft LIL	Red LIL	NIL
26L	263.3°	570540.52N 0095238.07E	THR 8 / -		A	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	3.00°	NIL	8364 ft LIL	Red LIL	NIL

TAXIWAYS: Width: TWY A: 75 FT, TWY B: 50 FT, TWY C,D,E,G: 75 FT. Pavement: Concrete/Asphalt. PCN 52 F/D/W/T. Lighting: Blue edge lights.

	RWY	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR ⓐ					A	**510** - 1.5 502 (600-1.5)
					B	**510** - 1.6 502 (600-1.6)
					C	**690** - 2.4 682 (700-2.4)
					D	**740** - 3.6 732 (800-3.6)
					E	**840** - 3.6 832 (900-3.6)

ⓐ Circling NORTH of aerodrome only

CHANGES: TEXT: "BUILDINGS UP TO 40FT AMSL..." REMOVED

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4. Precision Approach. Category II/III Operations

4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.

a. ATC procedures.
The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will not be less than 5 NM. The separation must be established at the latest when preceding aircraft passes THR.
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.

b. Pilot procedures.
Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:
"Request ILS Category II/III approach runway 26R".
Above mentioned request shall be made on first contact with AALBORG APPROACH.

5. Reduced Runway Separation Minima

5.1 ATC may apply reduced runway separation for all runways at Aalborg. For succeeding military aircraft this will only be used for VFR-flights.

5.2 Traffic information will be given to succeeding aircraft.

5.3 Phraseology used for military flights will with ref. to FKOBST F.152-1 be “LAND AFTER PRECEDING LANDING” / “[Traffic information] CLEARED FOR TAKE-OFF”

For civilian flights the phraseology will be:

“[Traffic information] CLEARED TO LAND” / “[Traffic information] CLEARED FOR TAKE-OFF”

5.4 ATC will make sure that approved minimum separation will exist between aircraft.

5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

6. VFR Flights

4.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500 000 – Denmark.

23. ADDITIONAL INFORMATION

1. Parachuting

1.1 Parachuting may take place.

2. Birds and wildlife

2.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours.

2.2 Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of birdstrike.

2.3 Due to high bird intensity full runway length is recommended for take-off from RWY 26R for all turboprop and jet aircraft in the period from 01 SEP to 30 APR.

2.4 Wildlife other than birds may be present on and in the vicinity of the movement area. Peak activity is normally observed within 1 hr. before and after sunrise and sunset. Wildlife may cross RWY/TWY without warning. Crews are advised to exercise caution and report observations to ATC.

3. Markings

3.1 Yellow markings (brackets) are established on RWY 08R/26L for C-130 training purposes.

24. AERONAUTICAL CHARTS RELATED TO EKYT

Aerodrome Chart
Ground Movement Chart (GMC)
Aerodrome Obstacle Chart – ICAO – Type A 08L
Precision Approach Terrain Chart 26R
Visual approach chart
Noise abatement chart
VFR pattern for 4 engine jet aircraft RWY 08L
VFR pattern for 4 engine jet aircraft RWY 26R
Aerodrome Obstacle Chart – ICAO – Type A 26R is not published, as there are no obstacles in the take-off flight path area.

ILS OR LOC RWY 08L
COPTER ILS OR LOC RWY 08L
HPMA TACAN RWY 08L
TACAN RWY 08L (CAT A-B)
TACAN RWY 08L (CAT C-E)
RNP RWY 08L
ILS OR LOC RWY 26R
COPTER ILS OR LOC RWY 26R
HPMA VORTAC RWY 26R
VORTAC RWY 26R
RNP RWY 26R

25. VISUAL SEGMENT SURFACE (VSS) PENETRATION

Data pending

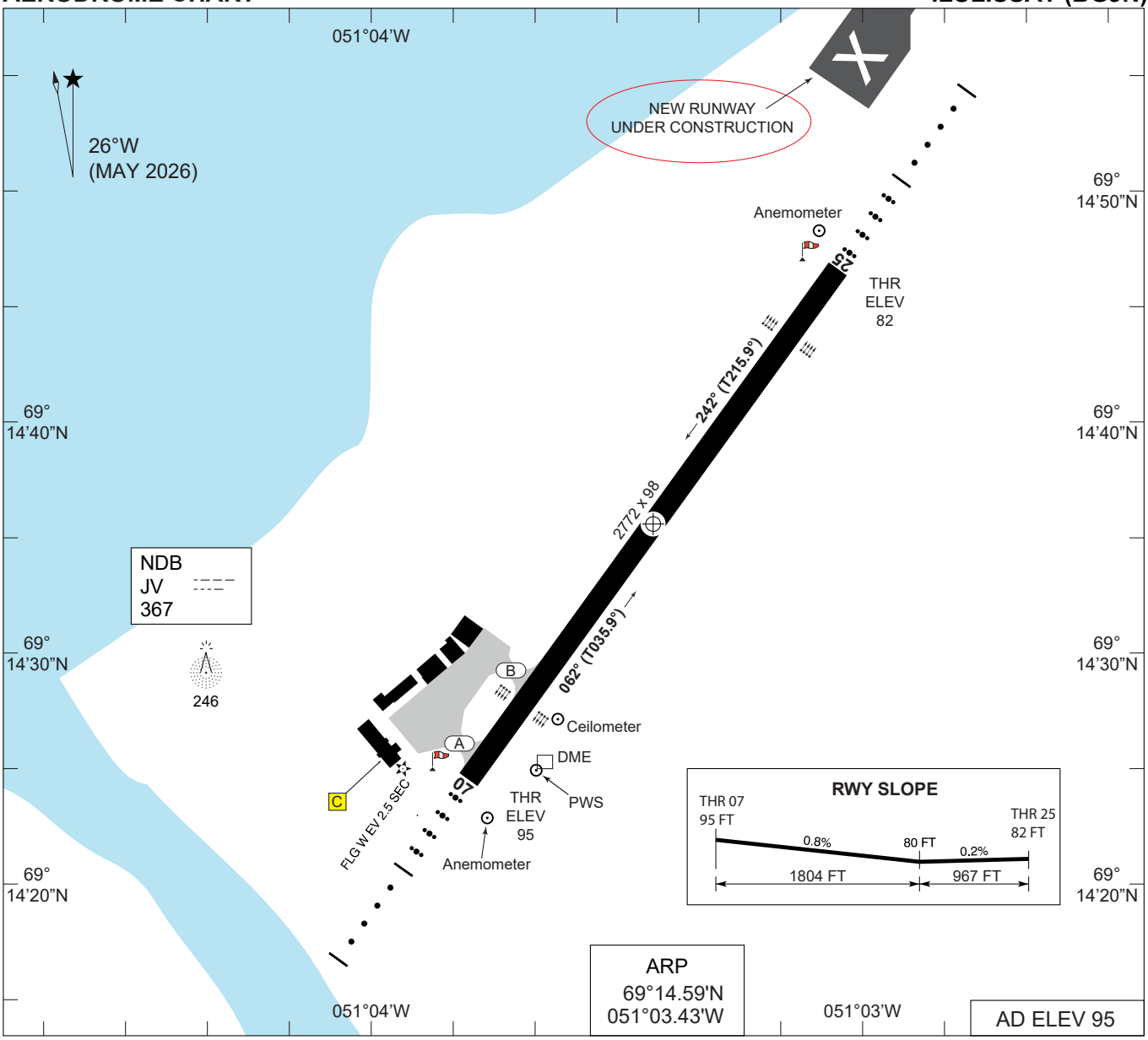
BGJN - ILULISSAT

Aerodrome information is available in AIP Greenland.

24. CHARTS RELATED TO BGJN

Aerodrome Chart
NDB W RWY 07
NDB B

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RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
07	46	2772	2772	2772	2772		5.1°	SRC	95	69°14.41'N 051°03.80'W
25	46	2772	2772	2772	2772		5.6°	SRC	82	69°14.78'N 051°03.05'W

AD constructed after STOL concept.
Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

ARRIVAL:
Visual Surface Segment (VSS) RWY 07 is penetrated by terrain approximately 0.5 NM SW of THR 07.
Standard Arrival Routes (STAR) have not been established.

IFR DEPARTURE:
Standard Instrument Departure (SID) RWY 07:
Climb straight ahead to 800 FT, turn left heading 272° (T246°) and maintain this heading until passing 3000 FT, then continue climb.
Standard Instrument Departure (SID) RWY 25:
Climb straight ahead until passing 3000 FT, then continue climb. Minimum net. climb gradient 280 FT/NM (4.6%) to 3000 FT.

CONSTRUCTION WORK AT ILULISSAT AIRPORT:
A new runway is being constructed north-west of the existing runway and is marked with large crosses. Caution should be taken when performing the NDB approach, as the procedure directs the aircraft onto the centreline of the new and nonoperational runway.
Closure of RWY 07/25 and/or periods of work that penetrates the obstacle limiting surface (OLS) will be published by NOTAM.

CHANGES: RWY DESIGNATION CHANGED TO 07/25. MAG VAR UPDATED. MAG COURSES UPDATED.

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 95

NDB W RWY 07
ILULISSAT (BGJN)

ILULISSAT AFIS
119.100

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	057° (T030.9°) ⓔ	1700	3.3° (5.7%)	**800**	95 FT	300 M	2772 FT

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure in airspace classified G.
c) Final descent not aligned with PAPI.

NOTE:
ⓓ Circling NW of AD only.
ⓔ Approach course offset 5° from RWY centreline.

DME REQUIRED

26°W
(MAY 2026)

IAF
JV
367
69°14.49'N
051°04.34'W

3200

069° (T043.0°)

249° (T223.0°)

DME
JA
111.95 CH 56y

1.5

421

3.0

4.5

262° (T235.6°)

057° (T030.9°)

9.5

10 NM

1710 2195 1690 2041 1549 1785 1290 1526 1090 1428

6000 5000 4000 3000 2000 1000

MSA JV 25 NM

2600 3800 3300

000° (T334°) 140° (T114°) 220° (T194°)

SAFE ALT 100 NM 9000

TA 6000

CDFA 3.3° / 5.7%		
DME JA	4	3
ALT	1530	1180

IAF
NDB
JV

3200

262° (T235.6°)

2000

4.5

3.0

1700

057°

V

1.9

MAPt

1.5

1040

MISSED APPROACH
Climb straight ahead to JV NDB. Then on 042° (T016°) to 3200 FT. Turn LEFT direct JV NDB.

SRC

4.5

THR ELEV 95

CATEGORY	C
MIPS NDB 07 (MACG 5%)	**800** - 2.4 705 (800-2.4/3.3)
MIPS NDB 07 (MACG 2.5%)	**930** - 2.4 835 (900-2.4/3.8)
MIPS CIRCLING ⓓ	**1190** - 2.4 1095 (1100-2.4)

CHANGES: RWY DESIGNATION CHANGED TO 07/25. MAG VAR UPDATED. MAG COURSES UPDATED.

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AD ELEV 95

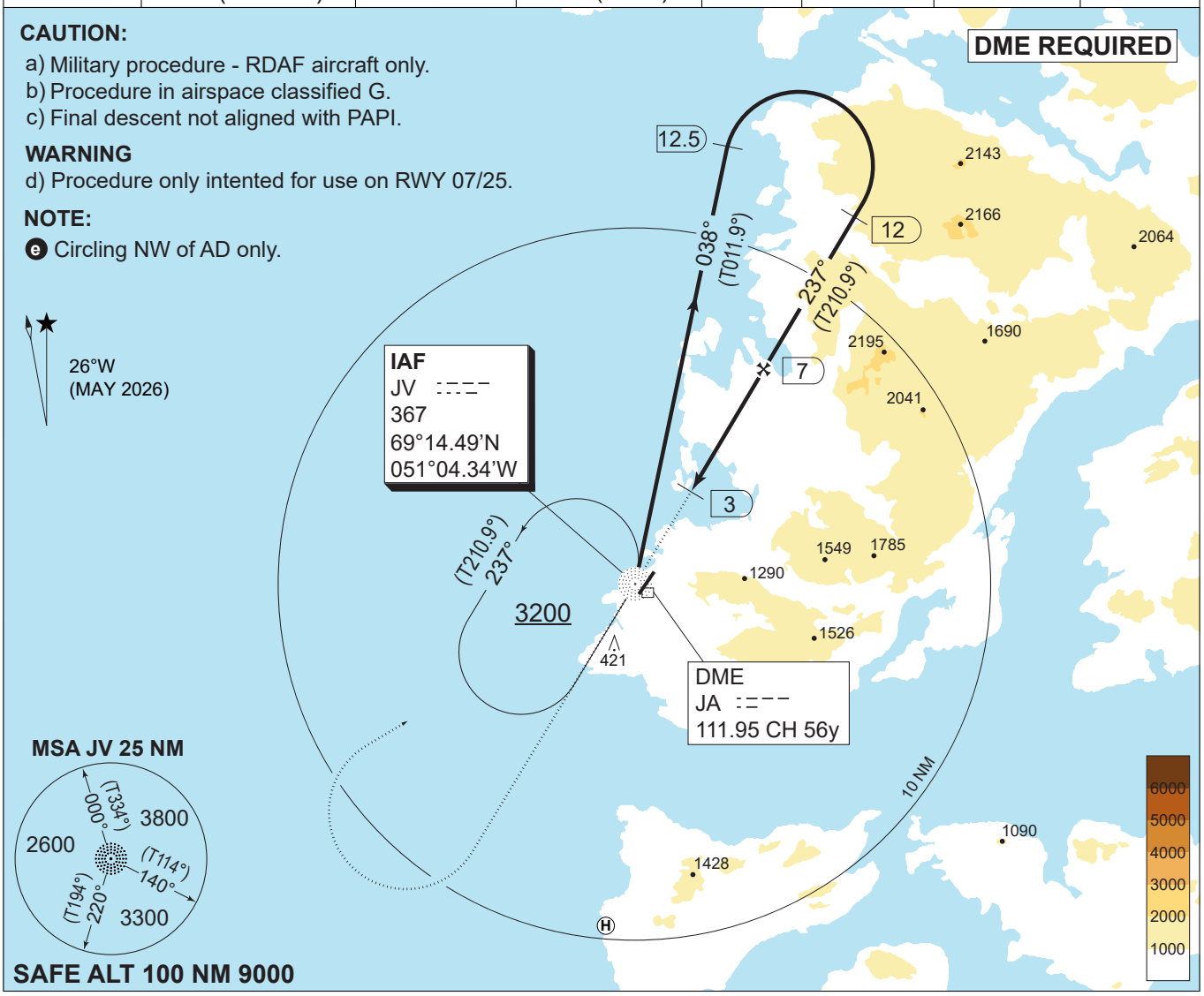
ILULISSAT AFIS
119.100

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	237° (T210.9°)	2500	3.4° (5.9%)	**1190**	82	300 M	2772 FT

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure in airspace classified G.
c) Final descent not aligned with PAPI.

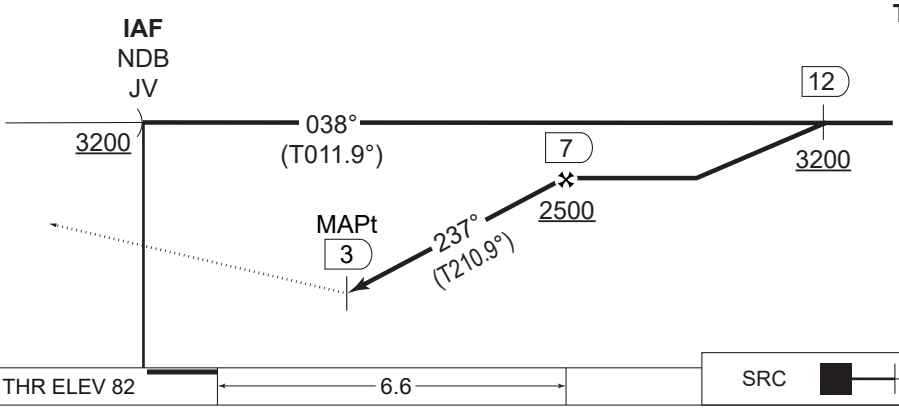
WARNING
d) Procedure only intented for use on RWY 07/25.

NOTE:
e Circling NW of AD only.



CDFA 3.4° / 5.9%			
DME JA	4	5	6
ALT	1420	1780	2140

MISSED APPROACH
Climb straight ahead to JV NDB. Then on 237° (T211°) to 3200 FT. Turn RIGHT direct JV NDB.



TA 6000

CATEGORY	C
S-NDB	N/A (due to terrain)
CIRCLING e	**1190** - 2.4 1095 (1100-2.4)

CHANGES: WARNING ADDED. MAG VAR UPDATED. MAG COURSES UPDATED.

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AD ELEV 277

NUUK APP 121.300		NUUK AFIS 119.100			NUUK ATIS 123.000				
MIN CLIMB	GS	60	120	180	240	300	360	to	Reason
4.7%	V/V (fpm)	290	580	860	1150	1430	1720	7800	Terrain

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure is in uncontrolled airspace Class G below 2500 FT and outside aerodrome operating hours. See AIP Grønland ENR 2.1 for TMA limits.

NOTE:
c) No turn before DER.
d) Contact Nuuk APP when passing 2000 FT

ADF AND DME REQUIRED

24°W (2024)

4000
3000
2000
1000

10 NM

5

031° (T007°)

DME
INK
108.950/CH26y

7800

L
GH
314

MSA GH LOCATOR 25 NM

6000
7300
043° (T019°)
223° (T199°)

SAFE ALT 100 NM 9100

TA 10500

566 504 966 1373 2668 3351 871 1684 2133 3225 3239 2183 858 1891 1914 680 545 1510 2550 3075 3298 1434 1651 2514 2487 748 3035 3271 405 378 2356 2583 351 3504 3895 3176 2405 3779 748 2783 1989 2264 2910 1425 345 1198

GH1A (RWY04)	Climb on track 031° (T007°) to DME 5 INK. Turn left direct GH. Cross GH at or above 7800 FT. Proceed according to ATC/flightplan. MIN CG 4.7% until passing 7800 FT. Min. altitude 7800 FT to proceed direct AMABI, AMKOX, ASCOX, DODFO, EZVIL, EVULO, GETDA, NUKRI or SUBUD.

CHANGES: EDITORIAL.

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64°11.46'N
051°40.68'W

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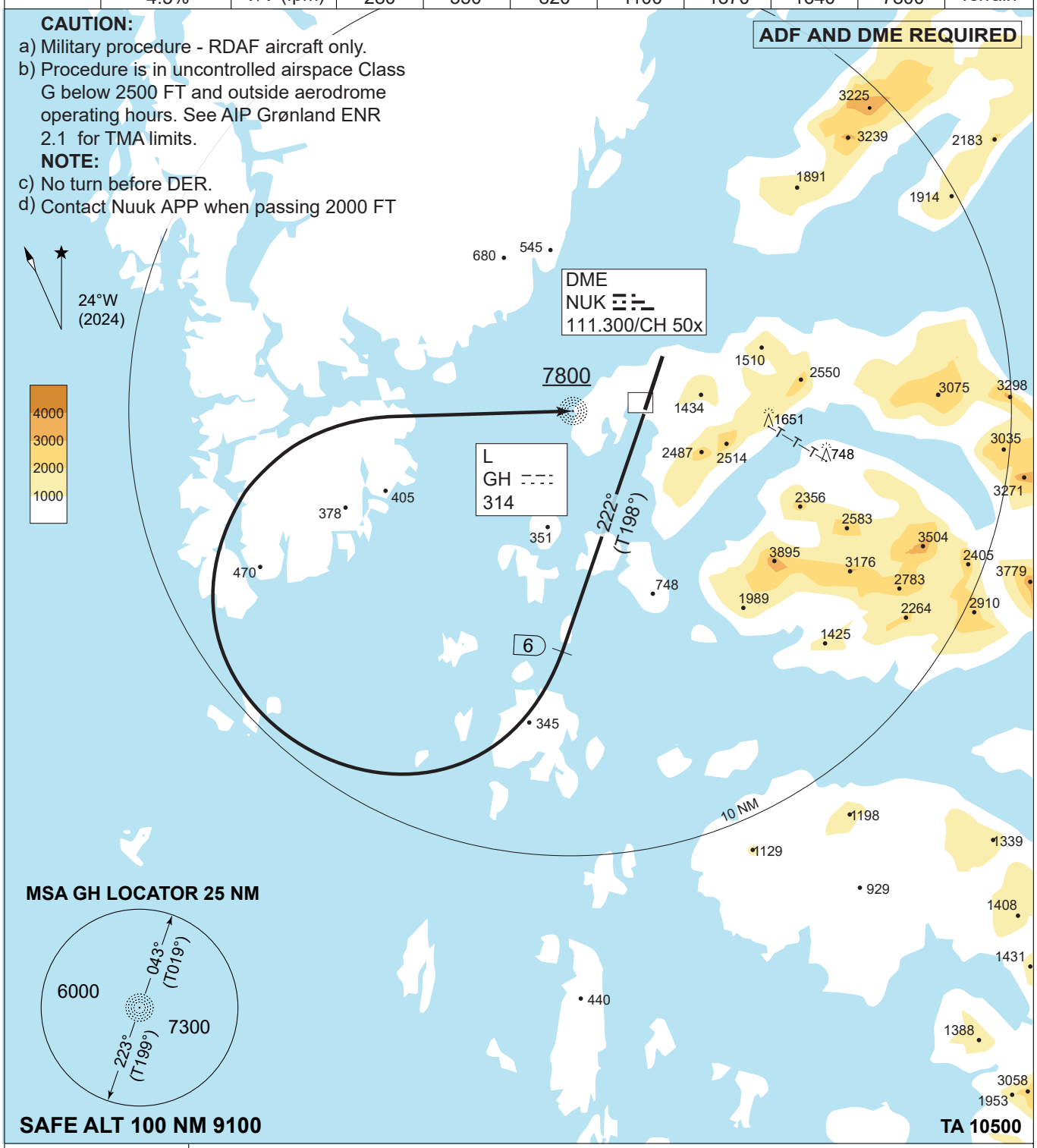
AD ELEV 277

NUUK APP	NUUK AFIS	NUUK ATIS
121.300	119.100	123.000

	MIN CLIMB	GS	60	120	180	240	300	360	to	Reason
	4.5%	V/V (fpm)	280	550	820	1100	1370	1640	7800	Terrain

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure is in uncontrolled airspace Class G below 2500 FT and outside aerodrome operating hours. See AIP Grønland ENR 2.1 for TMA limits.

NOTE:
c) No turn before DER.
d) Contact Nuuk APP when passing 2000 FT



GH1B
(RWY 22)

Climb straight ahead on track 222° (T198°) to DME 6 NUK.
Turn right direct GH. Cross GH at or above 7800 FT.
Proceed accoring to ATC/flightplan.
MIN CG 4.5% until passing 7800 FT.

Min. altitude 7800 FT to proceed direct AMABI, AMKOX, ASCOX, DODFO, EZVIL, EVULO, GETDA, NUKRI or SUBUD.

CHANGES: EDITORIAL.

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64°11.46'N
051°40.68'W

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